

NOTICES TO CONSIGNEES.

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FROM NEW YORK AND STRAITS.

THE Steamship *Indra* having arrived from the above Ports, Consignees of Goods by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Shanghai Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary is given before Noon, to-day.

Cargo remaining unclaimed after the 15th instant will be subject to sale.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and charges not later than the 21st instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, September 6, 1898. 1665

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP MODEL.

FROM PORTLAND, OREGON, YOKOHAMA, KORE AND HONOLULU.

THE Steamship *Indra* having arrived from the above Ports, Consignees of Goods by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Shanghai Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

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Hongkong, September 6, 1898. 1665

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Indra* having arrived from the above Ports, Consignees of Goods by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Shanghai Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

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Hongkong, September 6, 1898. 1665

EAST ASIATIC COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM COPENHAGEN, COPENHAGEN AND ANTWERP.

THE Company's Steamship *Indra* having arrived from the above Ports, Consignees of Goods by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Shanghai Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

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Hongkong, September 6, 1898. 1665

FUJIYAMA & Co.

DEALERS in all kinds of JAPANESE GOODS.

At Hongkong, P.O. Box 100.

Head Office No. 42, Southview, 1, Upper Circular Road, Hongkong.

Hongkong, February 11, 1898. 3208

CHAS. J. GAUPP & Co.

Chronometers, Watch & Clock Makers.

Jewellers, Gold & Silver Smiths.

METEOROLOGICAL AND INSTRUMENTS.

YACHTING, CYCLES, OPTIC, PHOTOGRAPHY, BICYCLES AND TELESCOPES.

RITON'S LIQUID AND OTHER COMPANIES, ADAMANTINE & IRON CHARTS, NAUTICAL BOOKS.

English Silver & Electro-Plated Ware, Corals & Co's. Jewellery, Pearl & Pearl & Silver Jewellery.

In great variety.

DIAMONDS.

DIAMOND JEWELLERY.

A Special Collection of the Latest Latest Patterns, at very moderate prices. 724

For Nervous Exhaustion

CHAPOTEAU'S Phosphoglycerate OF LIME

The modern restoration of the nervous system.

For brainworkers, professional men, teachers, students, etc., and in debility, nervous cases, dyspepsia, of various kinds and internal.

It is really estimated and promotes digestion.

PHOSPHOGLYCERATE OF LIME (CHAPOTEAU'S)

PHOSPHOGLYCERATE WINE (CHAPOTEAU'S)

PHOSPHOGLYCERATE CAPSULES (CHAPOTEAU'S)

Sole Agents, A. S. Watson & Co., Chemists.

20, rue Vivienne, PARIS-FRANCE.

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PHOSPHOGLYCERATE CAPSULES (CHAPOTEAU'S)

Sole Agents, A. S. Watson & Co., Chemists.

20, rue Vivienne, PARIS-FRANCE.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

The Co's Steamship

The *Indra*, Captain BATHURST, will be despatched for the above Ports on FRIDAY, the 9th instant, at 10 a.m.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,

General Managers.

Hongkong, September 7, 1898. 1708

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co's Steamship

The *Indra*, Captain G. PAYNE, will be despatched for the above Ports on SATURDAY, the 10th instant, at 10 a.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, September 6, 1898. 1665

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, KAGI-AKI, KOBE AND YOKOHAMA.

The Co's Steamship

The *Indra*, Captain F. S. WILLIAMS, will be despatched for the above Ports on SATURDAY, the 10th instant, at 10 a.m.

For Freight or Passage, apply to

G. de CHAMPEAUX,

Agent.

Hongkong, September 6, 1898. 1665

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Callings at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.

The Steamship

The *Indra*, Captain K. K. WILLIAMS, will be despatched for the above Ports on MONDAY, the 12th instant, at 4 p.m.

For Freight or Passage, apply to

G. de CHAMPEAUX,

Agent.

Hongkong, September 6, 1898. 1665

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Steamship

The *Indra*, Captain THOMSON, will be despatched for the above Ports on FRIDAY, the 10th instant, taking through Cargo for Western Australian Ports.

For Freight, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, August 24, 1898. 1617

MOORE-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship

The *Indra*, Captain THOMSON, will be despatched for the above Ports on FRIDAY, the 10th instant, taking through Cargo for Western Australian Ports.

For Freight, apply to

GIBB, LIVINGSTON & Co.,

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Hongkong, September 6, 1898. 1665

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

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For Freight, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, September 6, 1898. 1665

JARDINE, MATHESON & Co.,

Agents.

Hongkong, September 6, 1898. 1665

Sailing Vessels.

FOR NEW YORK.

The *Indra*, 400 Tons, 4 m. Barque

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

The Co's Steamship

The *Indra*, Captain RUSSELL, will be despatched for the above Ports on FRIDAY, the 9th instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, September 7, 1898. 1701

OCEAN STEAMSHIP COMPANY.

FOR SWATOW.

The Co's Steamship

The *Indra*, Captain LYNCH, will be despatched for the above Ports on SATURDAY, the 10th instant, at 2 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, September 7, 1898. 1705

FOR MANILA VIA AMOY.

The Steamship

The *Indra*, Captain LYNCH, will be despatched for the above Ports on SATURDAY, the 10th instant, at 2 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, September 7, 1898. 1705

ACSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(Under Management with the Austrian Government.)

STEAM FOR SINGAPORE, PENANG, CHONGHAI, HONGKONG, KARACHI, ADEN, SUEZ, PORT SAID, HUE, &c.

The Co's Steamship

The *Indra*, Captain F. S. WILLIAMS, will be despatched for the above Ports on TUESDAY, the 12th instant, at 10 a.m.

For Freight, apply to

SANDER, WIELER & Co.,

Agents.

Hongkong, September 6, 1898. 1690

FOR KOBE.

The Steamship

The *Indra*, Captain F. S. WILLIAMS, will be despatched for the above Ports on WEDNESDAY, the 14th instant, at 10 a.m.

For Freight, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, September 7, 1898. 1719

FOR NEW YORK VIA SUEZ CANAL.

The Steamship

The *Indra*, Captain THOMSON, will be despatched for the above Ports on FRIDAY, the 10th instant, taking through Cargo for Western Australian Ports.

For Freight, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, August 24, 1898. 1617

UNITED ASSURANCE SOCIETY.

(Incorporated in the Colony of Hong Kong.)

Capital Paid Up, £100,000.

Reserve Fund, £100,000.

Total Assets, £200,000.

The Company's business is to insure against fire and marine risks.

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Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, HUE, &c.

The Co's Steamship

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For Freight or Passage, apply to

THURSDAY, SEPTEMBER 8, 1898.

The Legislative Council will meet on Monday next, at 8 p.m.

The rice crop in Tonkin promises well. Favourable reports continue to be received from the provinces.

The alterations in the share list to-day are: Luzon, \$12, sales; New Panjoms, \$5; Raub, \$35.

The French cruiser *Catalant* (Commandant Massé) will sail from France on the 1st of November next to relieve the cruiser *Duguay-Trouin*, which is to be detached from the China Sea squadron. The *Duguay-Trouin*, which has served for six consecutive years abroad, returns to France to refit.

Mr R. W. Mansfield, British Consul at Canton, who brought to the notice of the Chinese authorities the assistance rendered to the Sanitary Board by certain Kowloon officials, has written to the Colonial Secretary that the Viceroy has directed that they shall all receive "one record for great merit."

The Wosung railway was opened to traffic on the 1st inst., when a very large number of people availed themselves of the opportunity of travelling over the line. The *N.C. Daily News* reports, however, that there was considerable confusion, on account of the Chinese being either unable or unwilling to understand the regulations, but this will no doubt be remedied in time.

At the last Committee meeting of the Hongkong Chamber of Commerce, the subject of Chinese exclusion from Manila was raised by the Vice-Chairman (Mr Herbert Smith), who referred to it as most important matter. Mr Ball-Irving said that if exclusion were put in force it would practically stop the large passenger trade between Hongkong and Manila. It was agreed, after a brief discussion, to await official confirmation before taking action.

Messrs Butterfield and Swire, as agents for the China Navigation Co., Ltd., and Mr Thos. Arnold, Secretary of the Hongkong, Canton, and Macao Steamship Co., Ltd., have written to the Committee of the Hongkong Chamber of Commerce complaining that the wharf rents, as notified by Government, have been increased by ten times the amount previously charged, without a word of warning or explanation. They stated that the wharves were not a source of profit, being provided merely to facilitate easy public access to the steamers. As their vessels paid light dues, the Companies considered they should not be burdened with these additional rentals, which formed a direct charge on shipping.

Both music and medicine have been boons and blessings to the human race, and as Orpheus, in Grecian history, is one of the most celebrated names to be found in the list of poets and musicians of that renowned people, so Holloway is a dispenser whose medicines have gained a world-wide reputation. Notwithstanding the wonderful achievements of Orpheus and his lyre, whose harmony wrought such magical effects in the infernal regions and even broke the bonds of death and eternity, it is quite apparent from several publications to hand that Thomas Holloway is not satisfied as to the efficacy of music alone to restore health to those outside the kingdom of Pluto. But as by the careful selection of his drugs Holloway has been able to arrest the course of the serpent of disease, he hopes to strengthen his potency by an admixture of the music, and thus wage a more determined warfare. To this end, therefore, he has made it possible for all classes to secure cheap music of the highest excellence, by obtaining the complete copyright of several songs by celebrated composers, including Lindley T. Emory, Henry J. Hayes, and H. C. Dantzig. These songs are printed in ordinary sheet music at two shillings per copy, but are offered for sale at 2s. or 2d. post free. The collection comprises:—"The Song I Love," "Love's Message," "Goodbye, Dear Heart," "The Beautiful Prayer," "Victoria's Noble Reign," "The Fighting Lion of England," "Kitty Mahons," "Johnny was a Sailor Bold," and two plantation songs. These songs are not distinguished by advertisements, the announcement of the famous pills being artistically introduced on the back of the sheets. It is to be hoped that with Holloway's music and the pills and ointment the human race will be greatly benefited.

Vessels due home:—At *Keelom*,—Isidoro Pons, Ningchow, Atlantic, Michael Jubon.

At *Amoy*,—Celtic Band.

At *Swatow*,—(None).

However friendly the English people may be towards the United States, it is not doubtful that this element would regard a quarrel between our Government and that of Germany with the greatest satisfaction. Such a quarrel would tend to weaken Germany and hinder her from meddling with the colonial designs of England. At the same time it would greatly encourage the element in this country which favours a military alliance with England. Moreover, such a quarrel would tend to diminish the danger to which English manufacturers are exposed from American competition. When the advantages of securing an alliance between our Government and that of Germany are obvious, it is not surprising that the London Times should proclaim that the possibility of the German and some of the most powerful manufacturing nations of an alliance with England is a possibility which should be seriously considered.

TOMMY DISCUSSES THE POLITICAL SITUATION WITH BILL.

For lum me, ere's a knock out, Bill. An' appened hungreped, But, that's wot allus appens, Bill. An' makes them blokes respect, Wot runs our g of old ship o' state, An' takes it for the nation, As he no couse for deprecate Our splendid isolation.

Oh I strike me blue I ain't this a treat. There's a France an' Russia joining, An' pore old England, in their street, An' wot allus appends, Bill. Wot whack! O!s Bunter sends us word That we can bid defiance Tor or the world, 'cos Germany 'As formed wot us alliance.

An' you can't say that Washington is in the bloomin' gambol, For Uncle Sam, by arf-a-ton, An' wot allus appends, Bill. Wot price allances just now? An' good ole Britain sing up! We've bluffed them Rashing claps.

It's a funny game we're playin', Bill. An' it don't seem over square, But it's the other blokes wot're payin', Bill. An' you say, it makes 'em swear, The thimble-thimble, 'd cry out peace! Wot's a case things got wrong, Wot's our arms armaments increase An' our may gettin' strong.

They tork o' the open door, Bill. An' their spears an' influence, An' they tork o' a good deal more, Bill. Wot can scarce be accounted sense, But them as does o' the torking, Ain't them as does o' the work; The noisest ones ain't chalking, Them plans we can't alter nor shrink.

Lombard Street for ther Origine from China, Tho' we ain't makin' much o' a show, We won't 'ave much cause for rovine or 'Repent; tho' wot's not in the know. An' Billiam, you bet yer sweet life, pal, An' you say, it makes 'em swear, Ole England will be on the tape, Bill. Wot's ther race is approachin' ther end.

REUTER'S TELEGRAMS.

Supplied to the 'CHINA MAIL.'

LONDON, 6th September, 1898.

THE ANGLIO-EGYPTIAN LOSSES AT OMDURMAN.

The British losses at Omdurman were 23 non-commissioned officers and men killed and 12 officers and 93 men wounded. Of the 23 killed, 19 belonged to the 21st Lancers. The loss of the Egyptians was 21 killed and 210 wounded.

The Union Jack and the Egyptian Crescent now float over the palace at Khartoum.

SPAIN.

The Cortes has re-assembled, and has resolved to discuss the cession of the Colonies in secret.

FRANCE.

Official Bulletin of the Ministry of War.

WEATHER REPORT.

The following notice is issued from the Observatory:—

On the 8th at 11.50 a. Barometric changes are unimportant. Pressure remains near the normal at the China coast.

Clouds light. Forecast—light S.W. winds; fine.

NURSES' MEMORIAL FUND.

The Honorary Treasurer begs to acknowledge receipt of the following subscriptions:

Already acknowledged—£2,404.

R. Shevan—25.

£2,429.

Subscribers used Pianos, than to clear for the summer, easy terms, full guarantee—Robinson Piano Co.

A CORRESPONDENT OF THE *N.C. Daily News*, writing from Sanyuan (Shensi), gives the following advice:—"We have had several undertakers up here recently. First of all an Englishman who was prepared to undertake anything the Chinese wanted. Another business man came up in the interests of a business firm, and the last undertaker to appear on the scene is a German firm. This gentleman has made quite a name for himself. The Maltese undertakers threatened to thrash him for the great insult offered to one of their guests by the trader's servants. His day greatly irritated the Chinese. Though China is weak this should be no reason for a stranger and a guest to go about prepared to knock everybody down. Courtesy and gentleness are never out of place. They may be written down. Certainly a manner of manner wins the confidence and possibly the trade of the Chinese. And I would commend this to the attention of all Shanghai merchants, particularly those who purport sending agents to inland China."

The *Frederick's Review* considers that Lord Salisbury's policy, in spite of protestations from all quarters, is the policy best suited to a mercantile and trading people, but it is so entirely different from that expounded by Mr Grosche in his speech at the mouthpiece of the most clamorous, extravagant, and corrupt branch of our two fighting services, that the people themselves must make up their minds and say which is to prevail. If Lord Salisbury is right, then we have no need to distribute another £2,000,000 of our money among the shareholders of the iron and steel and shipbuilding companies, nor roasting splendid harvests from "our preparations for keeping the peace."

On the other hand, if Russia is a Power which we are bound to fight, then the power the best is. It is criminal policy to wait to build more ships, even at a great expense to the builders and the commission-receivers among the bureaucracy, until Russia has consolidated her power in Peking and built her strategic railway to the Yangtze-Kiang. In its essential the situation is similar to that which preceded the Chinese War. Russia is bold and aggressive now as at all points because her politicians are convinced, we do not mean to fight. This is probably the most dangerous belief they could possibly entertain, because it may lead them one day to commit some uncalculated and unwise act, which will give us a chance to strike.

Could we not in some better place of waiting the Russian of this danger than £2,000,000 spent for new ships that may be of no use at all after the war?

MR. J. HARRY WATERS, HEADMASTER, STATION SCHOOL, RAUWALPINDI.

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THE CHINESE CUSTOMS IN HONGKONG.

THE CHAMBER OF COMMERCE MOVES AT LAST.

FOUR FEELER RESOLUTIONS.

At the monthly meeting of the General Committee of the Hongkong General Chamber of Commerce, held on Thursday, the 1st inst., a discussion took place upon the retention of the Kowloon Customs Office in Hongkong.

Mr R. M. Gray (Chairman) presided, and there were also present—Messrs Herbert Smith (Vice-Chairman), A. Haupt, Hon. J. J. Bell-Irving, T. Jackson, A. McCulloch, H. A. Ritchie, N. A. Sieha, and Hon. T. H. Whitehead.

Agreeably to notice previously given, Hon. T. H. Whitehead, in a speech of some length, moved the following resolutions:—

1. That the continued existence of the Imperial Chinese Maritime Customs in the neighbourhood of the Colony, and of Chinese steamers and launches in Hongkong waters, is a serious interference with the freedom of commerce and a great impediment to the development of the trade of the Colony, especially of the trade in native vessels, and inflicts a grave injury on British prestige and credit in the eyes of our Chinese subjects;

2. That the Imperial Chinese Government should be required to remove its Customs establishments from Hongkong, Kowloon, and the Lintin neighbourhood, and to collect its duties like all other nations in its own ports and not at stations specially established for the surveillance of the trade of Hongkong; and

3. That if the existing Customs establishments and stations are withdrawn, the Hongkong Government should be required to make such arrangements as will safeguard and completely secure the Imperial Chinese Government from all loss by opium smuggling into Hongkong, either by Bonded Warehouses or otherwise, as may be found most convenient.

The Chairman seconded, to allow of discussion on the question.

After a long discussion, Mr Jackson proposed, and the Vice-Chairman seconded, the following resolutions as an amendment:—

1. That the Customs duties be no longer permitted to collect duties in the Colony or its waters;

2. That all opium arriving in the Colony be accounted for, either through the agency of Bonded Warehouses or otherwise;

3. That the Government do all in their power to protect the Chinese Revenue, more especially with regard to the Opium Revenue.

4. That the Revenue Stations and Revenue cruisers be removed beyond the limits of British territory and British waters.

The amendment was put to the meeting and carried by a majority, seven voting for it (the Chairman not voting, as he had seconded the resolution).

It was then unanimously decided to publish the correspondence that had already passed on the subject.

The resolutions were subsequently forwarded to the Acting Governor, that they may be communicated to the Secretary of State for the Colonies.

We understand that, at a Committee meeting of the China Association, similar resolutions were proposed, similar speeches made, with precisely the same result. We hope it will be made clear to the Secretary of State that these resolutions represent the opinion only of the Committees of the Chamber and of the China Association, and that the composition of the Committee of the Chamber will be made perfectly clear.

This is how tobogganing was lately described by a Chinaman: "Which-h-t walikes back two mile."

The *China Gazette* says:—"The British second-class cruiser *Hermon* has come into Wosung bay, but will not come up to Shanghai. We believe she is the first British warship to enter the river."

"Another her officers, the son of a former local medico being a 'midny' on board."

We mentioned the other day (says the *N.C. Daily News*) that a first consignment of two thousand Mauser rifles and four quick-firing machine-guns had been dispatched from the Small Arms factory of the Hanyang Ironworks to the capital for the use of the Peking Field Force. From fuller information now received we learn that this is by no means the first consignment, and that we were in error in saying that it came from the Small Arms factory of the Hanyang Ironworks. The Government Arsenal at Hanyang is an establishment nearly as extensive as the ironworks themselves, from which it is quite distinct, being the property of the Government, while the ironworks are owned by H.E. Sheng, Viceroy-General of Railways, etc. We are informed that the Arsenal dispatched last year to Peking one thousand Mauser rifles and twelve 3.7-centimetre quick-firing mountain guns, while this year it has sent to the capital two thousand Mauser rifles and twenty-four machine-guns of the same calibre, with the necessary ammunition. The Arsenal at Hanyang includes, we learn, at the present time a gun factory, rifle factory, rifle-outfit factory, and gun-carriage and timber factory, a shot and fuse factory for guns, a cartridge factory for artillery ammunition, a shot foundry, and a general foundry, besides the other necessary shops. An enlargement of some of the factories and the addition of certain steel works and a smokeless powder factory are provided for in the future.

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Referee—Mr R. K. Leigh.

Starter—Mr G. A. Caldwell.

Official Time-keepers—Messrs M. A. A. de Souza and T. Meek.

Handicappers—Messrs F. Lamont and T. Yule.

Second Day—Wednesday, September 7.

There was again a large attendance of spectators on the second day of the Victoria Recreation Club's aquatic sports. The competition in the various events was very exciting, and resulted in some very even finishes. The following are the results:—

CHAMPIONSHIP OF THE COLONY (All-swimmers). Six lengths, 2 prizes. First Prize—Cup presented by A. P. MacEwen, Esq.

A. A. Alves 1

A. E. Alves 2

J. M. E. de Carvalho 3

I. Grant Smith 4

Frank Jorge 5

J. Miller 6

Trotter, of the King's Own Regiment, who was regarded as a favourite for this event, did not put in an appearance. A. A. Alves, the champion of last year, started the favourite. Carvalho was leading at the start, but after two lengths had been traversed Alves had a lead of about three yards. This distance was reduced somewhat by Carvalho, but Alves again won the championship, his time being 2 min. 49 sec. For the second place, the race was not for the swift. On finishing Carvalho did not touch, and A. E. Alves, coming up ten seconds afterwards, having complied with the rules, was declared winner of second place. It is hoped, however, he will waive his claim, as Carvalho undoubtedly deserves his place.

MEMBERS' RACE (over 30 years of age). Two lengths (Handicap). Two Prizes.

G. Grimbly, over 7 1

J. A. Fredericks, over 10 2

J. L. Dodge, over 15 3

W. S. Bailey, over 20 4

A good race between Grimbly and Meek, Grimbly winning by two minutes. Time—32 seconds.

SWIM UNDER WATER. (Two Prizes). (The distance is calculated to the point where the water is first broken by any part of the body).

J. M. E. de Carvalho 1

J. M. R. Hance 2

F. M. R. Hance 3

E. K. Alves 4

T. Meek 5

Frank Jorge 6

J. Miller 7

C. E. A. Hance 8

A. A. Alves 9

N. A. Goncalves 10

This event was a source of great amusement, owing to the erratic courses steered by some of the competitors. One competitor, after a round the bath, and some of the others progressed only a short distance from the starting board. J. M. E. de Carvalho traversed 180 feet in 31 seconds, and J. Hance did 137 feet in 38 seconds. Hance, unfortunately, broke the water with his foot in turning. F. M. R. Hance, who was the longest under water (59 seconds), was a good third.

SMALL BOYS' RACE (under 15 years of age). Two lengths (Handicap). Two Prizes.

First Prize presented by Commander Swinton. G. Holland, R.N., A.D.C. (Sons or Brothers of Members only admitted).

The following entered:—E. Alves, C. Alves, Ross, Barros, Ribeiro and F. Elias.

E. Alves received 21 seconds. 1

C. Alves received 2 seconds. 2

The handicappers misjudged the boys in giving the smallest boy a long start, but the spectators were greatly pleased at the result of the race. The little mite started off at a spanking speed, moving his legs at the fashion of a propeller, and came in an easy winner, covering the two lengths in 72 seconds. The winner of second place did the distance in less time, 91 seconds, but was beaten by his handiwork.

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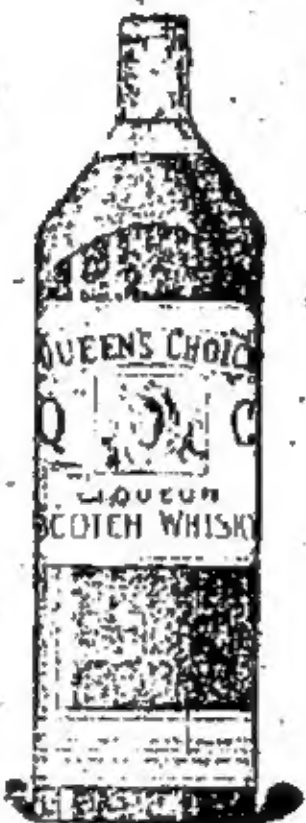
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